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11 JUN 1979

MEMORANDUM FOR: Legislation Division, OLC

FROM: James H. McDonald
Director of Logistics

SUBJECT: H.R. 4027, "Federal Automobile Mileage
Reduction Act of 1979"

REFERENCE: Multi adse memo dtd 24 May 79 fm C/LD/OLC,
same subj (OLC 79-1697; OL 9 2154)

1. As you are aware, the President has directed that U. S. Federal departments and agencies reduce the use of automotive fuels by 10 per cent this year over last year, beginning with April 1978 as the base line. We are working towards complying with this latest directive, but it will not be an easy task. This Office has been involved in coordinating energy conservation measures within this Agency for a number of years.

2. Ours is not an energy-intensive agency. We have continually worked towards reducing fuels and are reaching a point where we are concerned that further reductions will have an adverse impact on our Agency's mission. We have a relatively small motor pool and trucking operation and have relied heavily on the use of private automobiles for official travel. As the supplies of gasoline become more scarce and more costly in the private sector, employees are shifting the responsibility for solving their transportation problems for official purposes back to the Agency. Even if employees are willing to pay high prices for gasoline, the fact that it is not readily available interferes with their ability to carry out their duties. We very much expect to see this trend throughout government, particularly when alternative means of transportation are limited. If this does, in fact, happen, it is very likely that gasoline consumption in the public sector will go up, not down.

3. The Central Intelligence Agency is a suburban agency. Its buildings are dispersed over a large area. The options for transporting our personnel between Agency buildings, where

OL 9 2154a

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public transportation is either limited or nonexistent, are to use shuttle buses, motor pool vehicles, or POV's. As individuals strive to conserve energy and reduce their own costs, including the prospects of having to pay for parking, we can well expect the Agency's need for automotive fuels to increase. We might also expect a loss of productivity to occur as personnel find themselves waiting for shuttle buses and begin to vie for access to a limited number of official vehicles.

4. We feel that this Agency should do all that it can within reason to reduce the use of energy. The President has the explicit responsibility to ensure that the Executive Branch of Government functions as efficiently and effectively as it can, which includes conservation of a scarce resource. It would appear that Congress could best serve us all if it would focus on the root cause of the crisis, i.e., reliance on foreign sources, development of new sources of energy, conservation throughout the country with acceptable alternatives, new technology in fields of transportation, power, heating and cooling, etc.

5. This proposed bill seems to attack such a small part of a very large problem in an area in which the President already has the right to act. It would appear that not only is this bill unnecessary, it is undesirable.

Signed: James H. McDonald

James H. McDonald

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